

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY**  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

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# Hongkong

# Daily Press.

ESTABLISHED 1857



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is an excellent tonic,  
bracing the system  
when everything else  
fails.

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SHEWAN. TOME & CO.  
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Hongkong, 3rd October, 1907. n1046

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With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
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Hongkong, 6th March, 1907. 46

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CARLOWITZ & CO. Agents.  
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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.  
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1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

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Hongkong, 9th May, 1907. 677

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Collieries, and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
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The Head and Branch Offices and the  
Agencies of the Company will receive any order  
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TABLE WATER

IN QUARTS, PINTS AND SPLITS.

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Hongkong, 10th August, 1907.

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Hongkong, 8th August, 1907.

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THE LEADING MINERAL WATER OF THE EAST.

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Hongkong, 16th August, 1905.

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12 Selected Ash Cues.

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1 Butt Rest with Patent Brass Head.

1 Billiard Rest with Patent Brass Head.

1 Long Butt.

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1 Billiard Marking Board.

1 Dust Cover for Table.

1 Straightedge and 1 Circle.

1 Best Spirit Level.

1 Smoothing Iron with Shoe.

1 Wall Butt Back.

1 Set Billiard Rules, Framed.

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1 Set "Crystallite" or "Benzoline" Bill. Balls.

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Either by itself or mixed with Soda-water or Ginger Beer it makes a most WHOLESALE and REFRESHING SUMMER BEVERAGE.

PER CASE OF 8 DOZEN ... \$27.00

PER DOZEN ... ... 3.50

A. S. WATSON &amp; CO., LIMITED,

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Hongkong, 10th August, 1907.

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## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the EDITOR, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous and communications that have already appeared in other papers will be inserted.

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**The Daily Press.**

HONGKONG, AUGUST 10TH, 1907.

A studious undergraduate, on hearing that his University had lost the boat race, remarked philosophically, "Ah, well, no matter, we won the chess!" We are accustomed to a good deal of this kind of philosophy in connection with sport. It has become a footballism that the better team lost (though footballers, scorners of grammar, usually say 'best' for 'better') and in waterpolo it is not unusual to impugn the honesty of the referee. Such philosophy is not good sport, but neither is the lachrymose wail of the *Daily Telegraph*, which, noting that the Golf Championship has gone to France, Tennis to America, Lawn tennis to Australia and America, Rowing to Belgium, Yachting to Germany and America, Pole jumping to Sweden, and Swimming to America and Australia, forthwith laments the decadence of the British youth. Pole-hunting is not good sport, and pot-winning is not a proof of any monopoly of excellence. A good second is a good horse, as everybody knows, and we are yet a long way from the stage at which it will be permissible to assert that "even in their chosen pastimes the English youth are beyond a fair second-class level." They are too slack to take pains—they have not the energy—and moreover every year they are being beaten by the foreigner." The list of foreigners who have this year scored in open events is certainly an imposing one, but it is sheer fudge to weep about it. Certainly the newspapers should be the last to lead such lamentations, for they have done their best, or worst, by the public on

lengths to which they have pandered to the spectators at the expense of the players, to debase English sport. They have conspired to put it on a level with the shows and entertainments of the decadent Roman arena, and encouraged the youthful masses to take their athletics vicariously. The free public reading rooms have been the playing fields for these, because there they could get the tips and items and paragraphs which enable them to shine as critical conversationalists on the grandstand or round the ropes. But for the assistance of the press, sport could not have been commercialized as it has been, and it is by no means a rash assertion to say that the first gate money taken at an athletic contest was as much tainted as the silver pieces of Judas. In a single generation it has brought us to the pitch at which good cricketers write bad comments for the *Daily Mail*. True artists are not supposed to discuss art, according to Ruskin, a naive admission which delighted those who suspected Ruskin's qualification, but nowadays a bogged-down automobilist about to try to lower a track record is permitted, nay invited, to record his anticipatory sensations in a column of type, and the public swallow it. The business man who "talks shop" is often one of the best business men, but the mere prater of athletics is rarely a performer. A shilling book on some sport, a halfpenny paper on current performances, and a sixpence paid at a turnstile to cheer selected champions represents the expenditure of far too many modern sportsmen, but it is not right to nominate these as the sole representative of English adolescence. There are thousands of novices, amateurs and "crocks" always doing their best, away from the roar of the grandstand or the fulsome adjectives and adverbs of the sporting reporter. Fashionable cricket has been well defined as "twenty-two thousand loaves," but there is still school and village cricket and football, keenly played, and working its good effect on the stamina of the race. The good effects where, as recently, a crowd riotously stormed the pitch over a captain's decision to draw stumps, are less easy to recognise, although Prince Ranjitsinhji in his book did speak of the sympathy and kindly feelings promoted among the spectators. To get back, however, to the question of lost championships, how can it prove that the English youth is too lazy to row, and row well, because a few Belgians carry away a trophy from Henley? Or that hot lawn tennis games are no longer played on English lawns because Miss May Sutton, an American lady, scored most points at Wimbledon? Such champion require more than skill; they require assurance, leisure, and means to take up such conspicuous positions, and there must be dozens of English girls who could beat Miss Sutton, who will never dream of coming forward as international contestants. The same argument applies to all the other cases. Mrs. MASSEY of France wins the golf championship, but surely it cannot be maintained therefore that British golf has become inferior to French golf. A Russian matiné administered a thrashing to a Japanese *sushi* in a Yokohama tavern just before the war, but that isolated incident was not prophetic of the result of the international struggle that followed. It seems to us nonsense to say, as the *Daily Telegraph* has said, that "England, after impressing her knowledge to those abroad, is hoist with her own petard, and now has to stand quietly by whilst English championships come by one leave their native shores, some for the first time." It is to be hoped *Punch* will not overlook that historical Jeremiad. The vision of England standing "quietly by" after being hoist on a petard is too funny. We might almost argue on *Daily Telegraph* lines, and submit that because that matronly organ perpetrates a howler occasionally, London journalism has gone to the dogs. Our contemporary puts the question, "Are we deteriorating physically?" We regret that our answer must be, "No. Only morally."

Trooper B. N. Spens and Gunner W. H. Williams have been permitted to resign from the Hongkong Volunteer Corps.

Members of the Hongkong Volunteer Corps are eligible to become members of the Hongkong Civil Service Cooperative Society.

The telegram quoted below was received from the Manila Observatory at the American Consulate at 11.30 a.m. yesterday.—Typhoon S. W. of Guam in about 11 deg. lat.

The trial of the five Chinese charged with the murder of a countryman who was formerly in the employ of Messrs. A. S. Watson and Co., was concluded before Mr. F. A. Hazelton at the Police Court yesterday. The accused were committed for trial at the Criminal Sessions.

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committed for trial at the Criminal Sessions.

Yesterday was the anniversary of the Coronation of King Edward VII. and Queen Alexandra in 1902. The British ships were drawn in honour of the event, and, at noon, a royal salute was fired.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening.—March..... "Flight of Foot" ..... I tain Selection ..... "Casino Tanze" ..... Gang Song ..... "The Everlasting Day" ..... Carol Selection ..... "The Shop Girl" ..... Carol Two Step ..... "La Matche" ..... Boer Carol Dinner Menu—Hors-d'Oeuvre—Sardine on Toast—Soup—Asparagus Soup—Fish—Baked Fish and Tomato Souce. Entrées—Grilled Pigeon—Dry Curry. Joints—Roast Sirloin of Beef and Yorkshire Pudding. Roast Goose and Apple Sauce. Boiled Leg of Mutton and Carrots, Cold Australian Bacon and Mixed Salad. Sweets—Carrot Pudding. Strawberry Ice Cream and Finger Cakes. Tipy Cake. Cheese Biscuits. Dessert—Coffee—Fruit.

The correspondent of the *Nova Vremya* at Harbin sends a disquieting account of the state of affairs there and in other parts of the Russian territory in the Far East. He states that the Hunhules and Uinseos brigands have already made three raids on a Russian station in the neighbourhood, and that on the last occasion they succeeded after seven hours' fighting in liberating comrades of theirs who had been taken prisoners after previous incursions. He declares that the Russians are alarmed at the activity of the Chinese troops. He accuses the Japanese of sending spies in Chinese dress to make charts of the Russian stations, describing one who hawked drugs and another—an officer of the Japanese Army with a false pigtail, who sold cigarettes, and asserts that the Japanese are supplying the Chinese with arms. He is also alarmed at the possible invasion of Japan, many of whom are settling on the right bank of the Amur. The Russians, he adds, are being ousted on all sides.

FIRE AT WANCHAI.

Shortly after one o'clock yesterday morning a fire occurred in a general store at No. 21 Praya East, under somewhat peculiar circumstances. About that hour and for sometime before rain had been falling heavily, so heavily that the uneven pavement before this shop was flooded, and it was not long before the water in the shop was ankle deep. This the owner discovered, and jumping out of bed decided to look round and see if his stock was damaged. This shop is licensed to sell kerosene, and the oil is kept in a well sunk into the floor. Consequently when the water flooded the floor it got into the well and the oil rose to the surface. The storekeeper in examining his goods struck a match and when it had nearly burned down threw it away. Immediately there was a big blaze and not many minutes elapsed before the building was gutted. The Wanchai section of the brigade arrived on the scene shortly after the alarm, being followed by the firemen from the Central, but all were too late to be of any assistance. The stock in the shop was valued at \$700, and there was no insurance.

THE MACAO TAXATION QUESTION.

Our Macao correspondent sends us some comments on the letters which have appeared in the *Daily Press* from the Protector of Chinese and from "An Enquirer" who made a number of statements reflecting on our correspondent, professedly, on the authority of the Colonial Secretary of Macao. With regard to the letter from "An Enquirer" our correspondent says that the writer of that letter evidently knew nothing of the subject, or he would never have written as he did. Answering the statement that the taxes decided upon in 1887 have not been put in force, our correspondent states that thousands of copies of the instructions and tables of industrial taxes have been distributed and a comparison of the list with the old taxes will satisfy anyone as to whether the charge of exaggeration or misrepresentation is honestly made. Our correspondent says that the statements made by "An Enquirer" on the alleged authority of the Colonial Secretary are contrary to the well-known and undisguised facts of the case, and he is unable to understand how anyone who discussed the matter with the Colonial Secretary could write on the subject as "An Enquirer" has done. The new taxes have only been published in the official *Boletim*, but they have been published in pamphlet form and distributed throughout the Colony. Moreover, placards relating to them have been posted everywhere about the city, and our correspondent suggests that we should show to "An Enquirer" the copies he has sent to us. We are quite willing to show them to any one interested in the matter. Our correspondent adds that no official notice has yet been published cancelling the new taxation. Many telegrams, he says, have been sent by the Government of Macao to Lisbon asking for instructions but no reply has yet been received.

In view of the conflicting statements made on the subject, we hope to publish the result of an independent investigation of the question in an early issue.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Shiawang Maru* (American Line) left Shanghai for this port on the 8th inst., and is expected here to-morrow.

The N.Y.K. str. *Bouy Maru* (Bombay Line) left Singapore for this port on the 8th inst., and is expected here on the 13th inst.

The str. *Glenary* from South American Ports arrived at Yokohama on the 6th inst. She will sail from Koba to this port direct on 10th inst.

The C.P.R. str. *Empress of India* left Yokohama for Vancouver at 12.30 p.m. on Thursday the 8th inst.

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committed for trial at the Criminal Sessions.

## TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

## THE HARBOUR MYSTERY.

SHANGHAI, August 9th.

In reply to your telegram of enquiry, there has been no arrest here. On the arrival of the "Hongkong Maru," I learn that an American (whose teeth were noticeably gold filled) had requested a passage up with her, offering as security for his passage money a collection of woman's jewellery. This was refused, and he returned ashore.

## THE TROUBLE IN MOROCCO.

LONDON, August 9th.

Mazagan has been bombarded and destroyed.

In the fighting at Casa Blanca thousands have been killed.

## OBITUARY.

LONDON, August 9th.

Major General Sartorius is dead, aged 63 years.

[Major-General Fuston Henry Sartorius, V.C., C.B., was born in Portugal. He served in the Afghan war, and was twice mentioned in despatches and thanked by the Indian Government for work on the survey. He also served in the Egyptian campaign 1882, and holds the Manome Society's bronze medal. He was decorated for taking a hill at Shabur in possession of Ghazis (leading the attack).]

[REUTER'S SERVICE.]

## THE TROUBLE IN MOROCCO.

LONDON, August 7th.

It appears that the *Galis* landed bluejackets at the request of the Consul and with the concurrence of the Bashaw, and when the men were on their way to the Consulate they were fired on by the Moors. The Moors were repulsed with the bayonet, and then the *Galis* bombarded the Moorish quarter and the tribesmen on the beach with incendiary shells.

## MUNIFICENT DONATION.

LONDON, August 7th.

Mr. Carnegie has given an unconditional donation of £100,000 to the King's Hospital Fund.

## DESTROYERS IN COLLISION.

LONDON, August 7th.

During night manoeuvres off Portland the *Quail* and the *Attentive* collided. The *Quail* is badly damaged in the bows, and has gone to dock for repairs.

## THE HAGUE CONFERENCE.

LONDON, August 7th.

It is understood that Great Britain has agreed to withdraw the urgency clause of the Limitation of Armaments proposed to the Hague Conference, merely declaring the examination question highly desirable.

## WATER POLO.

HONGKONG SHIELD COMPETITION.

There was a very large attendance at the V.R.C. yesterday afternoon to witness the match between the Corinthian Yacht Club and the 87th Company Royal Garrison Artillery, but owing to the boisterous state of the weather the Royal Garrison Artillery's team were unable to come over to play their tie.

The Royal Engineers "B" team played off their tie in the fourth round in the Shield competition this afternoon at the V.R.C. enclosure with the Middlesex "A" team, and the game resulted in a win for the former by 3 goals to one.

This was a very exciting match as both teams were equal. The Royal Engineers "B" team have improved a good deal, and there is some chance of their beating their "A" team.

## F X RUBES: FIFTH ROUND.

Royal Engineers "B" team will play the Royal Hongkong Yacht Club on Tuesday the 13th inst.

Middlesex "A" team will meet the Middlesex "B" team on Friday, 16th inst.

## THE COTTON SUPPLY.

The current American crop is likely to be 13,500,000 bales, but the new crop, which begins on September 1, is hardly likely to be more than 12,000,000 bales. This pre-estimating estimate cannot be called of very much value, but the trade fear that from recent reports the output next season will be more than one million less than the new season coming to a close. Anyway, there is some doubt as to the future supply next season being equal to the increasing requirements of Lancashire and the world. It is satisfactory to report that the Egyptian cotton crop is doing very well, and that it is likely to be fully equal to that of last season.

Princess Fedora of Schleswig-Holstein, the youngest sister of the German Empress, has published her first novel, which is described as powerful work. It is the story of a poacher and his daughter, and is entitled "Hahn Berta." The Princess has declined all offers of marriage since the tragic death of her fiancé, Duke Frederick of Mecklenburg-Schwerin, who, while in command of a torpedo boat, perished in the Baltic with the entire crew. She might have been Queen of Italy if she would have consented to change her religion.

## NO GYMKHANA TO-DAY.

The threatening weather has caused the postponement of the H. K. V. T. Gymkhana announced for to-day. An official notice of the new date selected will be found elsewhere.

## THE HARBOUR MYSTERY.

UNRAVELLING THE MYSTERY.

AN ARREST EXPECTED.

The murder revealed by the discovery on the s.s. *Monteagle* on Wednesday is one of the foulest and most gruesome in the annals of the Colony of Hongkong, while at the same time it was one of the most mysterious, and at first blush there appeared little chance of bringing the murderer to justice. But the energy of the local detective increased in proportion to the magnitude of the crime; an unexpected clue was discovered, and following this up, they have been successful in tracing the movements of the man who arrived in Hongkong with the murdered woman.

These visitors were from Manila. They were passengers by the E. and A. s.s. *Eastern* which vessel arrived in port on Saturday last. According to the steamer's passenger list they travelled as Mr. and Mrs. Jones, but on landing here and going to stay at one of the leading hotels their names were entered as Mr. and Mrs. Davis.

Both are believed to be citizens of the United States, and so far as can be ascertained at present, the man was a captain, or ex-captain, in the American marines.

It would appear that the murder was committed some time on Saturday night, probably by the acting Viceroy Wu to the Director of Customs to investigate and report on the

## FUNNELS AND FLAGS.

## TYphoon Fear.

Though there was a strong easterly wind on Thursday night and yesterday morning, no damage was done afloat or ashore. The harbour for the day was rather bare of shipping, the smaller craft having sought safety in the usual anchorage and several steamers going out on Thursday evening. Most of the larger vessels, with steam up, were prepared for a blow. The *Tamang*, which arrived from Manila yesterday, reported rough weather but nothing equal to typhoon experience.

The big American steamer *Saint Paul* did not venture inside the harbour limits yesterday morning on arrival.

## VESSELS UNDER CONSTRUCTION.

From the returns compiled by Lloyd's Register of Shipping it appears that, excluding warships, there were 36 vessels of 1,250,000 tons gross under construction in the United Kingdom at the close of the quarter ended 30th June, 1907. The particulars of the vessels in question are as follows:

3rd June, 1907.

No. Gross tonnage.

Steam.	500	1,235,733
Iron	1	500
Wood and Composite	Total	501 1,236,230
Steel	43	13,149
Iron	20	932
Wood and Composite	Total	63 14,088
Total steam and sail	584	1,250,318

The tonnage now under construction is 56,000 tons less than that which was in hand at the end of last quarter, and nearly 160,000 tons less than that building twelve months ago.

Of the vessels under construction in the United Kingdom at the end of June, 421 of 872,471 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this Society. In addition, 67 vessels of 173,473 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 488 vessels of 1,045,944 tons. Details of this total follow:

No. Gross tonnage.

Building in United Kingdom for home account, &c.	349	636,118
Building in United Kingdom for foreign & colonial account	81	236,363
Building abroad for United Kingdom Owners	4	2,140
Building abroad for foreign account	63	171,533

Total building on 30th June for classification with Lloyd's Register 488 1,045,944

## A CANADIAN SHIP CANAL.

Mr. R. W. Perks, M.P., states that the scheme for a great Canadian ship canal has taken a big step forward, and that all the estimates, &c., are now ready for the consideration of the Canadian Government. Mr. Perks has been in America for eight weeks in connection with this enterprise, and during that period he has traversed the route for the projected canal from end to end, acting in this survey for the company which proposes to undertake the construction, in conjunction with Messrs. C. H. Walker and Co., the firm of London engineering contractors of which Mr. Perks is a partner, and which was interested in the construction of the Manchester Ship Canal. The scheme, which is on a gigantic scale, as is shown by the fact that twenty millions sterling is quoted as the probable cost of the works, is to provide a Canadian ship canal which will enable ocean-going steamships to transport the grain and other produce from the interior of the Dominion, direct to Liverpool by water. The new waterway is to extend from Georgian Bay, through three of the Great Lakes, and down the Ottawa River to Montreal and the St. Lawrence, and the plan provides for a depth all the way sufficient to take any vessel drawing up to twenty-four feet. "My plans," said Mr. Perks, "are now all formulated and ready for presentation to the Canadian Government, and I am to see the Dominion Premier, Sir Wilfrid Laurier, on the subject in London next week. I have carefully scrutinized and checked the estimates of revenue and all the various engineering details, and I have conferred with my friends in America and in Canada as to the best methods of putting the business into practical form. That has now been done, and the scheme is quite ready for the consideration of the Dominion authorities. I shall, after my interview with Sir Wilfrid Laurier, probably return to Canada to get the business completed."

## AUSTRALIAN MAIL CONTRACT.

Melbourne says that the Postmaster-General's Department has issued an invitation for tenders for the oversea mail service. A list of conditions which accompanies the invitation states that the service to be performed is the conveyance of mails between Adelaide and Naples or Brindisi, or another suitable port in Southern Europe, and an approved port in the United Kingdom, via the Suez Canal. Sailings are to be fortnightly each way, and mail steamers must call at Fremantle, at other ports to be mutually agreed upon. Only white labour must be employed on vessels carrying the mails, which must have a minimum speed of 15 knots. Preference will be given to vessels offering for the highest speed, and other things being equal a tender providing for calling at a principal port in the greatest number of States. The right of substituting another route for the Suez Canal is reserved, and the Postmaster-General may alter the port of call in Continental Europe.

Tenders are to state the actual subsidy required for a seven years' and a half year's contract. It is provided that the Postmaster-General may purchase any or all of the vessels carrying the mails at a valuation or charter them at a sum to be agreed upon or, failing agreement, to be fixed by arbitration. The contractor must not give "any undue preference to persons outside the British dominions as compared with persons in the said dominions." It is intimated that tenders that do not comply with the conditions of tender will be considered unless they depart from the white labour, deposit and bond clauses, which are essential. The service is to begin 14 days after the expiry of the present contract on January 31, 1909. A complete copy of all the conditions of contract may be obtained at the office of the representative of the Commonwealth in London.

## NEW 24 KNOT LINER.

The latest achievement of German shipbuilding, the Norddeutsche Lloyd steamer *Kronprinzessin Cecilie*, which has been under construction at the Vlaksel Company's yard, Stettin, during the past two years, was to make her maiden trip to New York on Aug. 7. She is driven by reciprocating engines, notwithstanding the adoption of the turbine by other companies. It is expected that the *Kronprinzessin Cecilie* will attain a speed of 24 knots. Her size is 20,030 t.s., and her horse-power 4,000, developed by four independent sets of quadruple expansion engines, on a consumption of 700 tons of coal a day. Three hundred men will be required to attend the boiler plant alone. Passenger accommodation

of the most luxurious description is provided, and the catering arrangements will be on a new and generous plan. There will be no extra charges for specially ordered meals. In the grand saloon there will be tables for two, five, and seven persons, and passengers will be able to make up their own parties, select their own menus, and choose their own times for eating.

## THE SUZ CANAL: PREPONDERANCE OF BRITISH SHIPPING.

The returns of navigation through the Suez Canal, which are issued as a Parliamentary White Paper, show that the net tonnage for the past year gave evidence of an increase of 311,399 tons, as compared with that of 1905, and an increase of 43,699 tons as compared with that of 1904. From the 1st January, 1906, the rate of transit dues was reduced from 8r. 50c. to 7r. 76c. per ton. This reduction had its effect upon the gross receipts, which amounted in 1906 only to 1,02,511,895r., as against 1,13,536,796r. in 1905. The number of vessels which passed through the Canal was 4,237 in 1904, 4,116 in 1905, and 3,475 in 1906, of which 2,679 in 1904, 2,84 in 1905, and 2,33 in 1906 carried the British flag.

There has been a decrease of 37,000 tons last year, as compared with 1905, in the tonnage of British vessels which amounted to 8,833,919 tons in 1904, 8,835,940 tons in 1905, and 8,299,931 tons in 1906. During the same period the tonnage of German vessels has increased from 1,949,561 tons in 1904 to 2,113,454 tons in 1905, and to 2,155,532 tons in 1906. The mean duration of passage for all vessels navigating the Canal was 18hr. 38min. in 1905, as compared with 18hr. 2min. in 1906. We would in conclusion state (continuing the directors) that in consequence of applications addressed to the Suez Canal Company, the question of the possibility of authorising the transit through the Canal of ships laden with petroleum in bulk, coming from Borneo and Sumatra, has engaged the attention of the company, and it has been determined to modify the regulations hitherto existing on the subject, so as to admit the passage of these vessels in future through the Canal. An intimation to this effect has been issued, and we vessels have already taken advantage of the new regulation.

ROYAL COMMISSION ON SHIPPING BINGS.

The Royal Commission on Shipping Bings resumed its sittings on July 2nd, at Winchester, St. James's square, under the presidency of Mr. Arthur Cohen, K.C.

Evidence was given by Sir Ernest Blake, one of the Crown Agents for the Colonies, who explained that the Crown Agents' business was confined to the work entrusted to them by the Colonial Governments or by the Secretary of State for the Colonies. A wide amount of discretion was necessarily given them in details, but when any important question of principle arose, the particular Colonial Government concerned was consulted, time permitting. To furnish particulars of the shipments made by the Crown Agents, specifying the shipments in each trade, would involve a great amount of labour, which they would be glad to be spared. All contracts for goods requiring to be shipped were notified by the Crown Agents to their shipping agents as the contracts were made, and it was the duty of the shipping agents to arrange for the necessary freight on the best terms procurable, and to seek the instructions of the Crown Agents in case any question arose. Shipments by the conference lines were not made as a matter of course, but every shipment was dealt with on its merits. But the goods were frequently urgently required, and it was usually necessary to ship by the regular lines of steamers. Rebates were received by the Crown Agents from conference lines, and they had always considered themselves liable to the forfeiture of rebates on the same terms as other shippers. The Crown Agents were not aware of any case in which shipping lines making use of the rebate system were in receipt of subsidies from the Government other than subsidies for postal services. In the case of the South African trade, the Crown Agents were shipping on very much better terms than merchants until attention was called to the matter by the publication in South Africa of the special terms obtained by them. At agitation ensued, and the result had been that in many cases the Government rates had been levelled up to the rates paid by the merchants, so that the publication of the Government rates had been very detrimental to the community as a whole. Regular sailings were very desirable, if not absolutely essential, in the interests of the Colonial Governments, as their demands for supplies were usually urgent.

Stale rates were not, however, of importance to Colonial Governments, as the fluctuating value of stocks in hand was of no importance to a Colonial Government, except from a store-keeping point of view. The opinion of the Crown Agents as to the rebate system was that: "As a matter of principle we strongly object to rebates, but we are of opinion that the regular services given by the lines which are practically in existence are of great importance to the Colonies, and we are disposed to doubt if the same regular services could be maintained without some conference system. We are not, however, in a position to say to what extent the present regular services are dependent upon the rebate system." The supplies sent to Colonial Governments fluctuate greatly in quantity, and were not large enough as a rule for the Crown Agents to charter steamers in the open market for the shipment of their goods. Great inconvenience would be caused to the Colonial Government by the delays in supply which would occur if goods were kept back to make up a cargo, and complaints would arise that the interests of some particular colony had been disregarded in order to secure the interests of some other colony. When opposition lines had been started, it had been the practice of the Crown Agents to consider each case according to the special circumstances of the time, and where necessary, to submit recommendations for the consideration of the Secretary of State and of the Colonial Governments concerned. In the case of the Boston opposition, some years ago, in the South African trade the Crown Agents arrived at the conclusion that the opposition was set on foot with a view of forcing an entry into the South African Shipping Ring. They expressed the opinion that two courses were open, one being to continue to support the conference lines so long as they would quote advantages, and the other to give the business to the Houston Line under a contract, which should bind that company for a considerable period to maintain its competition under severe penalties if it broke the contract. The result was that the Houston Line became a member of the South African Shipping Ring, and the competition came to an end. The relations between the Crown Agents and the Bank of British West Africa were regulated by the agreement which had been made between the various West African Governments and the bank. The suggestion made by Mr. Miller in his evidence, that the Crown Agents were interested in the bank apart from their official relations, was devoid of foundation. Sir Alfred Jones was the chairman of the bank. Asked whether he had any opinions to offer as to the desirability or the effect of Sir Alfred Jones being the head of one of these shipping rings and also the head of the bank, the witness said he thought it was a very regrettable thing that

he was the head of the bank. Continuing, the witness said that their general opinion of shipping rings or conferences was that they were usually the result of excessive competition, or of a state of affairs in which a trade would not pay without some form of self-protection. So far as they could see, there was no remedy against such rings but the somewhat heroic course of establishing subsidiary lines, which could be bound down to any conditions thought desirable. If he could have his own way he would prefer an open freight market to a system of rebates. The rebate system was objectionable in practice, but he would not like to say anything beyond that. Although the Secretary of State had recommended the amalgamation of the Bank of Nigeria and the Bank of West Africa, no result had followed. The former bank seemed to have a secret history. There was now an opening for a bank which should be encouraged in every possible way to extend its operations. He wished to see an absolutely independent bank on the West Coast of Africa.

## THE WORLD'S FLEETS.

Nobody need be afraid that the world's trade is growing at such a pace that shipbuilders will not be able to keep up with it. According to statistics just published by Lloyd's Register the merchant fleets of the globe now total 39,238,000 tons, or nearly two million tons more than a year ago. Of this huge total no less than 33,469,400 tons represent steam shipping, and no many as 17,001,000 tons of it—a great extent of the pick of the whole—is under the British flag. The marked feature of the returns is the continued shrinkage of the world's sailing fleets. All the principal maritime countries have added to their merchant navies, except Spain, but the increase in the case of France is nominal, despite the help of bunties.

A LAKE STEAMER.

There has just been launched by the Fairfield Shipbuilding Company a new steamer, named *Keweenaw*, intended for the Canadian Pacific Railway Company's service on the Great Lakes. She is the second vessel recently launched by the same builders for the same owners, her sister ship being named the *Assiniboin*. Both vessels are unusually interesting, for they have been constructed so as reaching the other side of the Atlantic they may be divided, so as to permit them to pass through the necessary locks and canals. The division will take place about amidships, watertight bulkheads having been constructed on either side of the proposed dividing line. The vessels are fitted for the carriage of a very large quantity of grain or other cargo. There is also accommodation for nearly 200 first-class passengers, the plans providing for five cabin de luxe, with bedsteads, sofas, and bath-room. Quadruple-expansion engines will be fitted in the new steamers, which are of 4,300 tons gross register and 34ft. long.

## SWEDISH SUBSIDIES.

Lately the Commonwealth Ministry made an unsuccessful effort to obtain a reduction of Suez Canal dues. The Swedish Government has now gone one better in consenting to assist the newly-formed Swedish East Asiatic Steamship Company by, among other things, refunding its Suez Canal dues to the extent of 370,000 kroner per annum, for a term of five years. This is a method of stimulating shipping industry which was first hit upon by the Russian Government, in connection with the sailings of its *Volunteer Fleet*, so that the step contemplated by Sweden is, perhaps, not novel. On the other hand, a serious condition of things might arise if the practice became general on the part of foreign maritime nations. Few of them would be ruined if they paid the Suez Canal dues for the whole of the year. It would be well to learn from the experience of the Belgian crew at Henley and the lessons to be learned therefrom have already been fully dealt with in these annals, so that there is no necessity to insist further on the great need for a system of concentration in connection with the premier regatta and the greater prize in amateur rowing in the world if we are to succeed in regaining our lost laurels.

Yet another instance is forthcoming of our seeming decadence, and here the pronouncement in favour of the visitors from other shores is even more marked, for in the lawn tennis championships they won the board. Miss M. Sutton, of America, has regained from Mrs. Lambert Chambers the title of lady champion which she previously held in 1905. The men's championships, for the first time since its institution in 1877, depart to Australia in the keeping of Mr. Norman E. Brooks, who in the absence of the previous holder, Mr. H. L. Doherty, defeated the best that England could bring forward at Wimbledon.

Still the rout was not yet complete. Mr. Brooks and his partner, Mr. A. F. Wilding, secured the double championship, in which an English crowd was the nobility of the field. The mixed doubles saw America to the fore. Mr. Beals Wright and Miss Sutton carrying all before them and beating Mr. A. D. Preble and Miss D. Bootby in the final. The only other event at Wimbledon goes to New Zealand, the All-English Pairs for gentlemen's singles, having been won by Mr. A. F. Wilding, and here again a similar state of things prevails to that in the gentlemen's doubles, for the runner up, who was only beaten 6-3, 6-4, was an Australian, Herr Von Wessely. A sorry state of things truly, and one which it is to be hoped the English will improve upon.

RECORDS.

Records are constantly being broken in connection with steam shipping. One of the new kind is claimed to have been established by the White Star Line last week. It despatched five vessels from this country, and three others reached our shores. These eight vessels totalled 11,944 tons, or an average of 14,883 tons per ship. In the matter of average tonnage this achievement will undoubtedly take a good deal of beating.

## THE SEPTENBER RUSH.

By mid-September the tide of travel to the East being to run strong, and steamers are usually fully booked to the inconvenience, sometimes, of passengers for Egypt. Accordingly the P. and O. Company has made an arrangement this year to despatch the *Caledonia* as an extra boat from Marseilles on September 20th, to convey first and second class passengers to Alexandria at summer rates. There is a connection with the *Caledonia* at Marseilles on September 13th.

## BOXERISM IN SOUTH KIANGSI.

The following extracts from a private letter to Shanghai from South Kiangsi, dated July 10, throw an interesting light on the situation in a neighbouring corner of South China. —Since our arrival we have been surprised to see and hear so much about Boxerism. In all the country places the people are practising the mysteries. It is mostly boys and girls who go in for these things. They take vows and prostrate themselves, and afterwards they appear to be possessed and begin to dance about, as if they were mad. The men strike themselves with sticks or dash themselves against the walls and doors until they sink exhausted to the ground. It is claimed that all the while this has been going on their souls have been in Shanghai or in foreign countries waging war. They say this is all by way of preparation. After they have become efficient Boxers by practising the art forty-nine times, they will then be ready to destroy everything foreign. The date of our execution is fixed for the fifteenth day of the eighth moon, but some say the first day of the ninth moon. Fortunately the officials and some of the gentry have seen the dangerous nature of these proceedings and are taking energetic measures to suppress them. Many persons have been arrested and punished. Our prefect, Mr. Kuan, has taken the matter thoroughly in hand with cut any notice from us. Mr. Kiang another official is also to be relied on. We are thankful to have such men, for it would not have taken long for this thing to develop, if left alone. The latter official is now on the borders of Kiangtung and Kiangsi, where he has been since the close of the last Chinese year. A good number of the Triads and Big Knives Societies have lost their heads, and the whole country south of us is now quiet, but by no means subdued. It may be that there are many such reports of unrest in different places at this time, but Boxerism is a new and unexpected feature to us in South Kiangsi. It would be wise to ignore the possibilities of a dangerous development.

JOINT STOCK SHARES.

By mid-September the tide of travel to the East being to run strong, and steamers are usually fully booked to the inconvenience, sometimes, of passengers for Egypt. Accordingly the P. and O. Company has made an arrangement this year to despatch the *Caledonia* as an extra boat from Marseilles on September 20th, to convey first and second class passengers to Alexandria at summer rates. There is a connection with the *Caledonia* at Marseilles on September 13th.

MESSRS. VERNON & SMITH SAY IN THEIR WEEKLY REPORT, DATED HONGKONG 9TH AUG., 1907.—WE HAVE NO IMPROVEMENT IN EITHER BUSINESS OR TRADE TO REPORT SINCE OUR LAST CIRCULAR. THE MARKET CONTINUES DULL AND INACTIVE. EXCHANGE ON LONDON T/2/2.7.8, ON SHANGHAI, J/3.

BANKS.—Hongkong and Shanghai have ruled weaker and small sales have been effected at 67.5, for old ex. new, and at 520, and 515 for new issue. The market closing quiet at quotations National unchanged.

FREE INSURANCES.—Hongkongs have fallen to 31/4, with a small business. Chines remain with sellers at 88.

MARINE INSURANCES.—We have no business to report under this heading, rates remaining about the same but with a slight tendency to weakness.

SHIPPING.—H. C. & Macao have remained on offer at 20%, but we have heard of no sales. Indos have been in a small demand at 66% to 67% for old shares, while the quotations for the New Preferred and Deferred remain nominal. We have nothing else to report under this heading.

REFINERIES.—China Sugars continue weak with small sales at 100, and closing quiet at that rate. Luzons unchanged.

MINING.—With the exception of Rauli, which has improved to 54 by 52 buyers we have nothing to report.

DOCKS, WHARVES, GODOWNS.—H. & W. Dock continue to rule weak, and after sales at 100 are procurable at that rate. Kowloon Wharves remain quiet and the rate has fallen to 72%. Shanghai Dock have shown some firmness, and with a local enquiry remaining unsatisfied, the rate has improved to 76, while a small forward demand at lower than equivalent rates remains unsatisfied at time of closing. Shanghai rates come somewhat lower. Hongkew Wharves remain the same without any local business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue to rule weak at 93, and a small sale is reported at 93. Hotels have been placed at 110 and later at 10

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only my place for Cash.

Advertisements and Subscriptions which are ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODE: A.B.C., 5th E. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

HONGKONG VOLUNTEER TROOP GYMKHANA.

**O**WING to the bad weather, the GYMKHANA to have been held to-day on POLO GROUND has unavoidably been Postponed till SATURDAY, 17th August, at 4 P.M., when the Members of the Troop will be "AT HOME" to their friends.

Hongkong, 10th August, 1907. [1324]



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE Unclaimed Balances Ordinance, 1883, Section 4.

**N**OTICE IS HEREBY GIVEN that if no claimants appear within Twenty Months from the date of this Notification to claim any lands remaining from the Estates of the undermentioned deceased persons, such funds will be transferred to the revenue of this Colony.

E. Du Sa Deceased 8 123.63

Goh Yew Chee " 837.74

S. Jainm " 333.86

V. Gouldass " 157.70

E. A. Ivanoff " 1,779.22

W. de Russell " 88.97

S. Maxwell " 264.10

Tong Mow Chee " 236.04

J. Usmehkar " 222.30

Mrs. M. P. Marques " 433.44

Robert Fraser Smith " 337.58

Ho Wynn " 61.08

Mrs. M. M. Burke " 189.78

Edward Abbott " 603.99

John Long " 358.37

D. B. Adamson " 570.73

Hamilton E. Hammon " 109.61

William Power " 151.39

Mrs. J. C. Lecros " 25.30

John Grindrod " 22.4

C. Encwaece " 24.70

87,325.70

Dated the 9th day of August, 1907.

J. H. KEMP,

Official Administrator.

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions to sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 10th inst., at 2.30 P.M. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

**SUNDAY GOLD AND SILVER JEWELRY.** Comprising—

**GOLD AND SILVER WATCHES,**

**GOLD RINGS, DIAMOND RINGS,**

**BRACELETS, EARRINGS, &c., &c.**

Also,

**TELESCOPES, MICROSCOPES,**

**FIELD GLASSES, FELT HATS,**

**BANJO, MANDOLIN, &c., &c.**

TERMS:—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, 10th August, 1907. [1326]

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

for ACCOUNT OF THE CONCERNED, ON THURSDAY, the 15th August, 1907, at NOON, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

**SUNDAY WINES AND SPIRITS.** Comprising—

**SCOTCH WHISKY, COGNAC CLARET, HOCK, VERMOUTH, OLD TOM GIN, CHAMPAGNE, &c., &c., &c.**

TERMS:—As usual.

**HUGHES & HOUGH,**

Government Auctioneers.

Hongkong, 10th August, 1907. [1327]

## ALTERATION.

**DOUGLAS STEAMSHIP COMPANY LIMITED.**

FOR SWATOW, AMOY AND FOOCHOW.

**T**HE Company's Steamship "HAICHING," Captain A. F. Hodgins, will be despatched for the above Ports TO-DAY, the 10th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 10th August, 1907. [1328]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

**T**HE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 12th inst. will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO. LTD., Agents, Hongkong, 9th August, 1907. [1313]

## PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**T**HE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock Noon, for the purpose of receiving Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE, Secretary, Hongkong, 22nd July, 1907. [1325]

HONGKONG AND SHANGHAI BANKING CORPORATION.

**N**OTICE IS HEREBY GIVEN that the Certificate No. N.S. 42,000, dated Hongkong 9th July, 1902 for the Shares of this Bank numbered 14,821 to 14,832 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4,250 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager, Hongkong, 13th July, 1907. [1210]

HONGKONG AND SHANGHAI BANKING CORPORATION.

**N**OTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1907, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1907.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager, Hongkong, 1st August, 1907. [1203]

HONGKONG AND SHANGHAI BANKING CORPORATION.

**N**OTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUESDAY, the 6th to the 17th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager, Hongkong, 1st August, 1907. [1207]

HONGKONG AND SHANGHAI BANKING CORPORATION.

**N**OTICE IS HEREBY GIVEN that the CORPORATION will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN TOMES & CO., General Managers, Hongkong, 2nd August, 1907. [1202]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

**N**OTICE TO SHAREHOLDERS.

**T**HE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Building, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors.

THOS. I. BOSE, Secretary, Hongkong, 30th July, 1907. [1273]

GREEN ISLAND CEMENT COMPANY, LIMITED.

**N**OTICE.

SHAREHOLDERS are reminded that interest at the rate of 12 per cent. per annum, is payable on overdue calls.

SHEWAN TOMES & CO., General Managers, Hongkong, 2nd August, 1907. [1209]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

**N**OTICE TO SHAREHOLDERS.

**T**HE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Building, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

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HONGKONG AND

# APOLLO



## SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"Apollo" tells how to avoid wasted effort.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvellous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fag.

"APOLLO" writes:—"When I left South America, some six years ago, I had a bad attack of Sciatica, which I let me prostrate and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially have I found it give relief in the tired feeling, caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this, Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

# PHOSFERINE

The Greatest of all Tonics.  
A PROVEN REMEDY FOR

Sciatica  
Neuralgia  
Rheumatism  
Indigestion

Backache  
Mental Exhaustion  
Prostration Decay  
Nervous Debility

Stomach Disorders  
Brain-Fag  
Sleeplessness  
Exhaustion

Influenza  
Headache  
Hysteria  
Faintness

and all disorders consequent upon a reduced state of the nervous system.

## THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commanded by the greatest living physicians.

## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Emperor of China  
H.M. the Empress of Russia  
H.M. the King of Greece  
And the Principal Royalty and Aristocracy throughout the World.

H.M. the Crown Prince of Roumania  
H.R.H. the Grand Duchess Serge of Russia  
And the Principal Royalty and Aristocracy throughout the World.

Proprietors: ASHTON & PARSONS, LTD., La Belle Sauvage Lodgegate Hill, London, England.

Price in Great Britain, bottles, 1/-, 2/- and 4/- Sold by all Chemists, Stores, &c.

The 2d also contains nearly four times the 1/- dose.

6d

USE ONLY and USE ALWAYS

MOST  
REFRESHING.

Far Superior  
to the  
German Kinds.

EAU DE COLOGNE

# LEA and PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine  
Worcestershire.

By Royal Warrant to  
H.M. THE KING.

## MR. ASQUITH ON TRADE AND FINANCE.

In accordance with the annual custom, the Lord Mayor and the Lady Mayoress entertained a large and distinguished company at dinner last month at the Mansion-house "to meet the Chancellor of the Exchequer, the Governor and Directors of the Bank of England, and the bankers and merchants of the City of London." The company included ladies, and the seats on the immediate right and left of the Lord Mayor were occupied by Lady Dorothy Nevill and the Lady Mayoress. Among the guests were the chairman of the principal London banks and representatives of other financial and commercial institutions.

After the circulation of the loving cup, and the loyal toasts having been drunk, the Lord Mayor proposed "Continued Prosperity to the Public Purse and Health of the Chancellor of the Exchequer" (cheers), remarking, amid laughter, that he supposed that most of them, if they told the truth, would prefer to drink continued prosperity to their own purses rather than to that of the public purse, though he ventured to think that they could not have the one without the other. They were all proud of Mr. Asquith in the City, because they taught him all he knew, for he was an old City of London School boy (cheers), and if he wanted any fact (truth) he had better go into the City for it, and they would give it to him. (Laughter.)

The toast was heartily drunk.

Mr. Asquith, who was warmly received, in reply, observed that it was some months since he had the honour of accepting the Lord Mayor's invitation to that dinner, and he confessed that the interval there had been moments—days, even weeks—where he had felt doubtful whether it would be safe for him to appear in the heart of the City of London—at any rate without adequate police protection (laughter)—for during that time the City had gone through doleful and dismal experiences fit to be matched by the dull and sunless weather of this abnormal season. He did not deny that political conditions, external or internal, were an important, though, perhaps, not a permanent or determining, factor in the course of trade, but they were not the most important, for, as he thought he said there last year, the Chancellor of the Exchequer could do very little to help, and he was not sure that he could do very much to hurt, the trade of the country. In his humble way he had done what little he could to prevent things from going, at any rate, from bad to worse. He had kept off the market issues—the fear or the apprehension of which had been somewhat oppressive—of Irish Land stock, of Local Loan stock, and of other stocks to which he need not now particularly refer; he thought they would all agree with him that during the last fortnight or three weeks there had been a decidedly better tendency. (Hear, hear.) He would not attempt—*the occasion would be most inappropriate for doing so*—an analysis of the causes of the shrinkage which had occurred in the last few years in the values of what were called "gift-edged securities." The causes were very familiar to most of those present—causes difficult for human foresight to control, but involving the permanent destruction of capital and trenching on the reserves which were normally free from encroachment. There were other causes which were owing really to the prosperous activity of trade, and when people could obtain 5 per cent. or 6 per cent. for their money, they were not prepared to take 2½ per cent., 2¾ per cent., or even 3 per cent., as he knew to his cost. (Laughter.) He ventured to say that the important thing for all of them, whether they were in the Government or in the City, was under conditions like these, to keep a due sense of proportion. He was sometimes tempted to think that it would be a good thing for all of them if they could go into a rest cure—not a very long one—in the City in which the Stock Exchange would be completely closed, the publication of quotations would be sternly repressed, and what was, he thought, still more important, for a week or ten days no City men should be allowed to read the daily Press. (Laughter.) He thought that if they could occasionally have an interval of that kind they would all come out with restored nerves, and, perhaps, with a clearer sense of perspective. As far as his means of information went, he was able to give a reassuring account of our commercial and our financial position. Trade, in almost all its departments—both our domestic trade and our trade over the seas—was in a good and healthy condition. (Hear, hear.) The public revenue, so far as one could judge from the returns for the first quarter of the year, was coming in in a satisfactory fashion. Even our railways, our home railway, which had suffered so much from the recent scares and depression, were making excellent returns, and, so far as he could discern, there were upon the horizon no signs of actual or impending money stringency. There was certainly no prospect of new issues of an exacting or really substantial kind. There were two points to which he desired to make a brief reference. On the same occasion last year he alluded to the question of our gold reserves, and he suggested—the suggestion being received with great frigidity—that, at any rate, a palliative—he would not say a cure—for some of the existing acknowledged evils could be found in a more frequent publication of their accounts by the banks. Since then there had been a good deal of discussion on the subject, but he could not say what progress had been made. For himself he wished to say that he should not lose sight of the matter, as he regarded it as most vital in the interests of our credit and of the banking system of the country. The other point on which he desired to say a word was this. He had seen it constantly suggested that there was, under existing political conditions, serious, or, at any rate, possible danger, both to the investment of capital and to its earning its proper fruit and remuneration in this country. He therefore wished to say that, so far as his knowledge went, such apprehensions were entirely without foundation. Speaking as a member of the Government, for himself, and as he believed, for all his colleagues, he did not think that any one was justified in entertaining any real apprehension that the conditions of stability under which for so long the great fabric of credit in this country had existed were in any danger of being imperilled or undermined. (Cheers.)

The Lord Mayor afterwards proposed "Success to the Bankers and Merchants of the City of London," and the toast was warmly drunk.

The Governor of the Bank of England (Mr. W. Middleton Campbell), in reply, observed that such a toast was specially welcome at the present time, as the financial institutions of the country had recently passed through a period of considerable stress, although, thanks to the prosperity of the internal trade of the country and the sound condition of the banking community, there had been no serious trouble. He was glad to have that opportunity of acknowledging the sympathetic support which the banks gave to the central institution during the past year, and he trusted that this good feeling would always continue. It was true that the Bank of England must at all times preserve its complete independence, but he believed it was for the interest of commerce, as well as

the banks, that there should be harmony and confidence between the Bank of England and the banks of the United Kingdom. (Cheers.) But the period of stress to which he had referred once again gave an opportunity to those gentlemen who had theories on banking reserves. Apart from the correspondence in the financial Press, he had not observed much indication on the part of the commercial community either for the increase of reserves or for the publication of monthly or weekly averages; but now that there had been so much discussion on this subject it would be well for the banks of the United Kingdom to give the suggestion their careful consideration. Some of the great banks had already published their reserves at the close of each month, and he understood that they and others were prepared to go further, and to give the information which the critics desired; and it would be a wise and a sound policy if all the banks in London conformed to the proposal. The smaller banks, he realized, were in a somewhat different position, and, inasmuch as they drew their deposits from limited areas, he could appreciate their unwillingness to give their figures, as during certain periods, when industries required exceptional assistance, they might have some difficulty in showing figures correspondingly good to those given at other periods of the year. But even with this disadvantage they must realize that it was better for them to come into line than to risk legislation. Indeed, legislation in any form ought to be avoided. (Hear, hear.) They all knew that inconvenience and trouble had arisen in New York through the reserves of the Associated Banks having been fixed by law at 25 per cent. of their deposits; whether the value of money was 5 per cent. or 25 per cent., the proportion must still be the same. With such a law there could be no elasticity, and such a system, he thought, must lead to a collapse of credit in times of pressure. While attaching the greatest importance to suitable reserves, the backbone of banking was the management of the loans and discounts. If these were used for the encouragement of legitimate commerce, and not for the fostering of rank speculation, either at home or abroad, they need not contemplate financial troubles. On the other hand, if there was legislation which might lead to undue interference with the responsibilities which properly belonged to and must rest on the banks, then he should be afraid that the bank might not be realized to the extent that all desired. (Hear, hear.)

The health of the Lord Mayor and the Lady Mayoress was afterwards cordially drunk at this instance of Lord Avbury.

A warranted cure for all acquired or constitutional diseases, arising from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Druggists throughout the world.

CLARKE'S  
B. 41.  
PILLS.

75

## MERRYWEATHERS' Light Portable "VALIANT."

The Ideal Fire Engine and Steam Pump for CHINA.

Locally Pump on the Market.

Weight One cwt. 6 lbs.

Can be carried by a man through narrow streets, doorways, &c.

A 1st for Illustrated Pump No. 700.

MERRYWEATHER & SONS, 63, Long Acre, W.C.

Works, Greenwich, S.E., London.

## The Finest Scotch Oats

deprived of every particle of HUSK and FIBRE

## combined with PLASMON

(the concentrated nourishment of fresh milk).

Only four minutes' boiling required, to make DELICIOUS PORRIDGE

## PLASMON OATS 6d. per packet.

## SAINT-RAPHAEL

### TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anaemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, VILLEFRANCHE (Drome-France).

AGENTS: CALDBECK, MACGREGOR & CO., HONGKONG.

When buying Lime Juice Buy the Best.

The Best is

## "Montserrat" Lime Juice.

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink.

Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—

Unsweetened, i.e., Plain Lime Juice. Sweetened, i.e., Lime Juice Cordial.

Agents—A. S. WATSON & CO., LTD., HONGKONG.

By Royal Warrant to His Majesty The King.

## BOVRIL

is an excellent tonic, bracing the system when everything else fails.

Try a little milk in your hot Bovril.

## MARTIN'S APIOL & STEEL PILLS

French Remedy for all Complaints. Thomas Martin, Surgeon to the Queen, and Inventor of the famous Balsom, has now added to his well-known Balsom, a new Remedy, called APIOL & STEEL PILLS.

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## SHIPPING.

ARRIVALS.  
DELHI, British str., 4,783. J. D. Andrews, R.N.R., 8th August.—Shanghai 6th August, Manila and General P. & O. S. N. Co.  
HAITAN, British str., 1,183. J. S. Ross, 9th August—Coast Ports 8th August, General Douglas Lapraik & Co.  
JAPAN, British str., 3,800. Oliver, 9th August—Singapore 4th August, General—David Sonnen & Co.  
KWEIYANG, British str., 9th Aug.—Canton.  
LIO SUN, German str., 1,020. W. Tambert, 9th August—Bangkok 31st July, Rio & Wood Melchers & Co.  
MASSANG, British str., 1,644. R. Houghton, 9th Aug.—Sandakan 4th Aug., General—Jardine Matheson & Co.  
GIVERSDALE, British str., 2,284. Hay, 9th Aug.—Sourabaya 30th July, General—Butterfield & Swire.  
SCANDIA, German str., 3,109. W. von Dohren, 9th August—Fuchow 7th August, General—Hamburg Amerika Line.  
NAWUT, American str., 9,696. F. V. Roberts, 8th August—Manila 6th August, General—Doddwell & Co.  
TAMING, British str., 1,553. A. W. Outerbridge, 9th August—Manila 6th August, Hemp and General—Butterfield & Swire.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE.  
DEPARTURES  
8th August.  
DAKOTAH, British str., for San Francisco.  
9th August.  
HUCHOW, British str., for Canton.  
MEKONG, Chinese str., for Canton.  
SHANGHAI, British str., for Canton.

## SHIPPING REPORTS.

The British steamer *Turing* reports: Fresh Easterly breeze and moderate sea, cloudy and showery.

The British steamer *Haiho* reports: Strong East to N.E. breeze, weather threatening and with light rain at intervals.

## VESSELS IN DOCK.

August 9th.

ABERDEEN DOCKS.—Arabia.  
KOWLOON DOCKS.—Vigilante, *Panglong*.  
Batemart H.M.S., Korea.  
COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PRESIAN GULF and BAGHDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"LEVANZO," Captain Belotti, will be despatched as above on MONDAY, the 12th inst., at NOON. At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st August, 1907. 4

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOOCHEW.

THE Company's Steamship

"HAITAN," Captain J. S. Ross, will be despatched for the above Ports on MONDAY, the 12th August, at 2 P.M.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 9th August, 1907. 1329

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"GLENEGK," 3,524 Tons. Capt. J. Rafferty, will be despatched for the above ports via MOJI, JAPAN, on MONDAY, the 12th August, at 4 P.M.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions.

Hongkong, 10th August, 1907. 1289



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. Taking cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and AEGEAN PORTS.

THE Company's Steamship

"AUSTRIA," Captain Bilalli, will be despatched as above on about the 30th August.

This steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight apply to SANDER WIELER & Co.

Agents.

Prince's Building.

Hongkong, 1st July, 1907. 3

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price 87.50.  
On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th July, 1907.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON, ANTWERP, VIA SINGAPORE, &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 14th inst.
MARSEILLE, &c., VIA POETS OF CALL...	Fronant	Dan. str.	—	Ailland	MESSENGERS MARITIMES	On 20th inst., at 1 P.M.
COPENHAGEN & ST. PETERSBURG	SCRUDNIK	Dan. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	F. Prosch	HAMBURG-AMERIKA LINIE	On 29th inst.
NAPLES, GENA, GIBRALTAR, SOUTHAMPTON & C.	ZIETEN	Ger. str.	k. w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 14th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	FLAVONIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 17th September.
HARSBURG	HARSBURG	Aus. str.	—	A. Blaffer	SANDER, WIELER & Co.	On 4th September.
TRISTE, &c., VIA SINGAPORE, &c.	ELIOPOLIS	Brit. str.	—	M. Gibb, Livingston & Co.	—	About 3rd inst.
DURBAN	TUDOR PRINCE	Brit. str.	—	Arnhold, Karberg & Co.	—	About 20th inst.
NEW YORK	ABERLOU	Brit. str.	—	DODWELL & Co., Ltd.	—	About 15th inst.
NEW YORK	SATREMA	Brit. str.	—	DODWELL & Co., Ltd.	—	On 23rd inst.
BOSTON & NEW YORK	GRASZEE	Brit. str.	—	E. V. Roberts	—	On 7th September.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	SHAWN, TOMES & Co.	—	On 14th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHAWMUT	Am. str.	1 m.	DODWELL & Co., Ltd.	—	On 20th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	GRENADA	Jap. str.	—	DODWELL & Co., Ltd.	—	On 15th inst.
CALLAO and IQUIQUE, VIA JAPAN PORTS, &c.	GUERNSEY	Brit. str.	—	TOYO KISEN KAISHA	—	Middle of Aug.
AUSTRALIAN PORTS VIA MANILA	PEINZ WALDENAE	Ger. str.	—	CHINA COMMERCIAL S.S. Co.	—	On 12th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	—	MELCHERS & Co.	—	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA Port DARWIN &c.	ESTERIAN	Aus. str.	—	BUTTERFIELD & SWIRE	—	On 21st inst., at 4 P.M.
YOKOHAMA AND KOBE	MONTEAGLE	Brit. str.	—	GIFFE, LIVINGSTON & Co.	—	On 31st inst., at Noon.
YOKOHAMA AND KOBE	URBIN SIGISMUND	Ger. str.	—	BUTTERFIELD & SWIRE	—	On 15th inst., at 4 P.M.
VLAIDIVOSTOK	VINE BRANCH	Brit. str.	—	DODWELL & Co., Ltd.	—	On 23rd inst.
JAPAN	TSINGTAO CHEFCO & NEWCHWANG	Dut. str.	—	JURIBURSE	—	About 10th Sept.
SHANGHAI	KWEIYANG	Brit. str.	—	DODWELL & Co., Ltd.	—	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	WINGSANG	Brit. str.	—	H. G. Walker	—	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	FEOTREDNIK	Dan. str.	—	JARDINE, MATHESON & Co., Ltd.	—	To-day, at 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	VORWAERTS	Aus. str.	—	JARDINE, MATHESON & Co., Ltd.	—	On 12th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	CHIYANG	Brit. str.	—	P. & O. S. N. Co.	—	On 13th inst., at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANSI	Brit. str.	—	MELCHERS & Co.	—	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANSI	Brit. str.	—	HAMBURG-AMERIKA LINIE	—	On 14th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANSI	Brit. str.	—	MELCHERS & Co.	—	About 16th inst.
SWATOW, AMOY & FOOCHEW	HAIICHING	Brit. str.	—	DODWELL & Co., Ltd.	—	On 26th inst.
SWATOW, AMOY & FOOCHEW	HAITAN	Brit. str.	—	DODWELL & Co., Ltd.	—	End of Aug.
SWATOW, AMOY & SHANGHAI	SHANSI	Brit. str.	—	DODWELL & Co., Ltd.	—	To-day, at 3 P.M.
SWATOW, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	—	DODWELL & Co., Ltd.	—	On 12th inst., at 4 P.M.
HAIKHONG	JOSHUA MARU	Jap. str.	—	E. A. Sandbach	—	On 13th inst., at 4 P.M.
HAIKHONG	HUPEH	Brit. str.	—	J. G. Olifent	—	On 13th inst., at 4 P.M.
HAIKHONG	SINGAN	Brit. str.	—	Winnenberg	—	On 14th inst.
HAIKHONG	YUENSANG	Brit. str.	—	H. W. Kenrick, R.N.E.	—	On 14th inst.
HAIKHONG	EUBI	Brit. str.	—	A. E. Hodgrin	—	On 14th inst.
HAIKHONG	TAMING	Brit. str.	—	J. S. Ross	—	On 14th inst.
HAIKHONG	ZAFIRO	Brit. str.	—	E. F. Semill	—	On 15th inst.
HAIKHONG	BORNED	Brit. str.	—	E. J. Tadd	—	On 17th inst., at 4 P.M.
HAIKHONG	LAISANG	Brit. str.	—	Belite	—	On 17th inst., at 4 P.M.
HAIKHONG	LEVANZO	Ital. str.	—	SHANWAN, TOMES & Co.	—	On 17th inst., at 4 P.M.
HAIKHONG	SHANTUNG	Brit. str.	—	MELCHERS & Co.	—	On 17th inst., at 4 P.M.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR STEAMERS TO SAIL.  
\* SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Saturday, 10th Aug., 3 P.M.  
\* MANILA "YUENSANG" ... Saturday, 10th Aug., 4 P.M.  
+ SHANGHAI "WINGSANG" ... Saturday, 10th Aug., 5 P.M.  
+ SHANGHAI "CHOYSANG" ... Tuesday, 13th Aug., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang " 65. " 150.  
Calcutta " 165. " 250.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 9th August, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious steamers between Hongkong and Manila. Saloon amidships. Electric Light; Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMERS TONS. CAPTAIN FOR SAILING DATE.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.

</tbl

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS,
LONDON VIA USUAL PORTS	DELHI	Noon, 10th August	See Special of Call Capt. J. D. Andrews, R.N.R.
LONDON AND ANTWERP	SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES	About 14th August	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAMUR, YOKOHAMA		About 16th August	Freight and Passage.
			Capt. H. W. Kendrick, R.N.R.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th August, 1907.

**CHINA NAVIGATION CO., LIMITED.**

FOR	STEAMERS	TO SAIL
TSINGTAO CHEFOO & NEWCHIANG	"KWEIYANG"	On 10th Aug. 4 P.M.
SWATOW, AMOY & SHANGHAI	"SHANSI"	On 12th Aug. 4 P.M.
JAVA	"SHIANTUNG"	On 13th Aug. 4 P.M.
MANILA	"TAMING"	On 13th Aug. 4 P.M.
SWATOW, CHEFOO and TIEN TSIEN	"HUICHOW"	On 18th Aug. 4 P.M.
HAIPHONG	"HUPEH"	On 14th Aug. 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 15th Aug. 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 16th Aug. 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS	"TAIWAN"	On 21st Aug. 4 P.M.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Univalued Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS 11

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING

TAMSUI VIA SWATOW {"JOSHIN MARU"} AND AMOY Capt. H. S. SMITH } at 10 A.M.

These Steamers have cabin accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Univalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th August, 1907. T. ARIMA, Manager. 14

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Sailing 5 to 10 days' Ocean Trav'l.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

Leave HONGKONG ARRIVE VANCOUVER

R.M.S. "MONTEAGLE" 6,163 Wednesdays, 14th Aug. 7th Sept.

"EMPEROR OF JAPAN" 6,000 Thursdays, 29th Aug. 16th Sept.

"TARTAR" 4,425 Wednesdays, 11th Sept. 5th Oct.

"EMPEROR OF CHINA" 6,000 Thursdays, 1st Sept. 14th Oct.

"EMPEROR OF INDIA" 6,000 Thursdays, 24th Oct. 11th Nov.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £63.

Intermediate Steamers 240, 242, 244, and 1st Class Railways.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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**NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL LINES.**

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, "ZIETEN" E. PROESCH Wed'day, 14th Aug., at Noon.

SHANGHAI, NAGASAKI, KOBE, "PRINZ EITEL FRIEDRICH" About Wed'day, 14th August.

MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" Capt. W. von SENDEN Thursday, 15th Aug., at Noon.

YOKOHAMA and KOBE "PRINZ SIGISMUND" Capt. D. LENZ About Friday, 23rd Aug.

KUDAT and SANDAKAN "BORNEO" Capt. F. SEMBILL About Saturday, 31st Aug., at 9 A.M.

For further particulars, apply to

**NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 7th August, 1907.

**SABANG BAY  
COALING STATION,  
POELOE WEH, NORTH SUMATRA.**

CABLE ADDRESS: "HARCOAL" SARANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HAL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

**JAVA-CHINA-JAPAN LIJN,  
YORK BUILDINGS. 12200**

Hongkong, 1st December, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

**THE Steamship**

"JAPAN," Captain J. G. Olifent, will be despatched from the above Ports on TUESDAY, the 13th inst., at 3 P.M.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSON & CO., LTD., Agents.

Hongkong, 8th August, 1907. 1313

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE. Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

**THE Steamship**

"EASTERN," Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Plant, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th August, 1907. 1314

**FOR VLADIVOSTOK**

**THE Steamship**

"VINE BRANCH" will be despatched as above on or about 10th September.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.

Hongkong, 7th August, 1907. 1303

**NATAL LINE OF STEAMERS**

**THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDIA CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight**

For Freight and further particulars, apply to DODWELL & CO., LIMITED General Agents for China and Japan

Hongkong, 4th August, 1907. 1303

**Proprietary, THOMAS KEATING, London**

85

**KEATING'S  
WORM  
TABLETS.**

**Proprietary, THOMAS KEATING, London**

85

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

**CODE WORD: "DOCK."**

A. I. A. E. C., and Engineering Code Used

NEW DOCK NOW OPEN.

**DOCK No. 1.**

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrances on Top ... 964 "

Width of Entrances on Bottom ... 884 "

Water on Blocks at Spring Tide ... 344 "

**DOCK No. 2.**

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrances on Top ... 98 "

Width of Entrances on Bottom ... 77 "

Water on Blocks at Spring Tide ... 34 "

**PATENT SLIP.**

Suitable for vessels up to 1,000

**THE WORKS** are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING of REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Short Notice.

799

**SAILING VESSELS.**

ALCIDE, British ship, 2,491 G. Cummings 26th July—from New York, Cass Oil—Standard Oil Co.

LYNDHurst, British 4-masted barque, 2,500 G. Powell 25th July—Kobe 1st June, Ballast Standard Oil Co.

—Standard Oil Co.

## POST OFFICE NOTICE

The *Prinz Eitel Friedrich*, with the German mail of the 16th July, left Singapore on Thursday, the 8th inst., at noon, and may be expected here on Monday the 12th inst. at about 4 p.m.  
 FOR  
 Singapore, Penang, Madras, Colombo & Bombay  
 Manila, Thursday, Island, (Cocktown Cairns,) Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.  
 Singapore, Penang and Colombo  
 EUROPE & INDIA VIA TUTICORIN  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
 (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).  
 (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

Macau  
 Manila  
 Singapore, Penang and Calcutta  
 Swatow, Amoy and Foochow  
 Manilla  
 Hongkong  
 Shanghai  
 Hoihow and Haiphong  
 Keeling, Moji, Kobe, Yokohama and Portland  
 Saigon  
 Swatow, Amoy and Tamsui  
 Macao  
 Moji (Japan) Salina Cruz and Mexico  
 Swatow, Amoy and Shanghai  
 Singapore, Penang and Bombay  
 Chinkiang  
 Amoy, Tsingtau and Newchwang  
 Hainan  
 Macao  
 Shanghai, Yokohama, Kobe and Moji  
 Ningpo and Shanghai  
 Swatow, Chefoo and Tientsin  
 Java  
 Shanghai  
 Manila  
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver

EUROPE, &c., INDIA VIA TUTICORIN  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
 (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

Macao  
 Shanghai, Nagasaki, Kobe and Yokohama  
 Keeling, Shanghai, Moji, Kole Yokohama, Victoria, B.C. and Tacoma, Wash  
 Manila, Samari, Simpshonhafen, Friedrich Wilhelmshaven, Herbertshofe, Matapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle  
 Macao  
 Yokohama and Kobe  
 Hoihow, Pakhoi and Haiphong

SHANGHAI, NAGASAKI, KODE, YOKOHAMA  
 HONOLULU AND SAN FRANCISCO  
 (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

EYSEN'S "STAR BRAND"  
FINEST DUTCH CHEESE.

UNSURPASSED IN QUALITY.

TO BE HAD AT ALL THE STORES IN THE COLONY

WHOLESALE AND RETAIL

SOLE AGENTS—

H. RUTTONJEE &amp; SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 29th July, 1907.

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## COMMERCIAL

## CLOSING QUOTATIONS.

August 9th.

ON LONDON.—  
 Telegraphic Transfer ..... 2/9  
 Bank Bills, on demand ..... 2/2½  
 Bank Bills, at 30 days' sight ..... 2/3  
 Credits, at 4 months' sight ..... 2/3½  
 Documentary Bills 4 months' sight 2/3½  
 ON PARIS.—  
 Bank Bills, on demand ..... 1/82  
 Credits, at 4 months' sight ..... 2/71  
 ON GERMANY.—  
 on demand ..... 2/9½  
 ON NEW YORK.—  
 Bank Bills, on demand ..... 2/4  
 Credits, at 60 days' sight ..... 5/5  
 ON BOMBAY.—  
 Telegraphic Transfer ..... 1/67½  
 Bank, on demand ..... 1/68  
 ON CALCUTTA.—  
 Telegraphic Transfer ..... 1/67½  
 Bank, on demand ..... 1/68  
 ON SHANGHAI.—  
 Bank, at sight ..... 1/3  
 Private, 30 days' sight ..... 1/3  
 ON YOKOHAMA.—On demand ..... 1/9½  
 ON MANILA.—On demand—Passos ..... 1/9½  
 ON SINGAPORE.—On demand ..... 1/9½  
 ON BATAVIA.—On demand ..... 1/34½  
 ON HAIPHONG.—On demand ..... 1/4 p.c.p.m.  
 ON SAIGON.—On demand ..... 1/4 p.c.p.m.  
 ON BANGKOK.—On demand ..... 1/4 p.c.p.m.  
 SOVEREIGNS, Bank's Buying Rate. 28/35  
 GOLD LEAF, 100 lbs., per cwt. ..... 246/30  
 BAR SILVER, per oz. ..... 31/8

ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG  
FOR

DEMAND DRAFTS ON BOMBAY  
 On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD  
 LEAF, BAR SILVER (From 1900),  
 and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or  
 Local Booksellers.

## JOINT STOCK SHARE.

Hongkong, August 9th.

COMPANY.	PAT. U.	QUOTATIONS.
Alhambra	1s. 200	\$120.
Banks—		\$175, x.n.i. sales \$150, writers (215, paid up)
Hongkong & Shantung	1s. 250	Ln. 281 Ln. 260, n. l. (215, paid up)
National B. of China	2s.	\$61.
Bell's Asbestos E. & Co.	1s. 6d.	61.
China-Borneo Co.	1s. 12	491.
China Light & P. Co.	1s. 10	56.
China Provident	1s. 10	49.90, sales & sel.
Cotton Mills—		
Ewo.	1s. 5d.	1s. 64.
Hongkong	1s. 10	111, sales
International	1s. 75	1s. 63.
Lau Kong Wok	1s. 100	1s. 83.
Soyoune	1s. 500	1s. 310.
Dairy Farm	1s.	1s. 64, buyers
Docks and Wharves—		
H. & H. Wharf & G.	1s. 50	724.
H. & W. Dock	1s. 50	100, sellers
New Amoy Dock	1s. 50	114, sellers
Shanghai Dock	1s. 100	75, buyers
S'bar & H. Wharf	1s. 100	1s. 220, buyers
Fenwick & Co., Geo.	1s. 25	\$17, sellers
Green Island Cement	1s. 10	1s. 10, sales & buy.
Hongkong & G. Gas.	1s. 10	\$175, buyers
Hongkong Electric	1s. 10	\$143, sellers
Hongkong Hotel Co.	1s. 10	\$160, buyers
Hongkong Ice Co.	1s. 10	25.
Hongkong Equip. Co.	1s. 10	241.
Insurance—		
Canton	1s. 50	1270.
China Fire	1s. 20	88, sellers
China Traders	1s. 10	610, buyers
Hongkong Fire	1s. 20	200, sales & sel.
North China	1s. 25	75, buyers
Union	1s. 100	275.
Yangtze	1s. 50	180, sellers
Land and Building—		
Hongkong Land & Inv.	1s. 10	155, sellers
Humbley's E. Estate	1s. 10	103, sales & buy.
Kowloon Land & B.	1s. 10	857, sellers
Shanghai Land, Westpoint Building	1s. 100	100.
Mining—		
Charbonnages	1s. 250	180, buyers
Raubs	1s. 10	151, buyers
Peak Tramways	1s. 10	101, x. new
Philippine Co.	1s. 10	50.
Boileries—		
China Sugar	1s. 100	103.
Luzon Sugar	1s. 100	21, sellers
Steamship Companies—		
China and Manilla	1s. 25	15.
Douglas Steamship	1s. 10	300, sellers
H. Canton & M. & Co.	1s. 10	139, Pr. f'd.
Indo-China S.N.C.	1s. 25	224 Deld.
Shell Transport Co.	1s. 25	41.
Star Ferry	1s. 10	26, sellers
Do, New...	1s. 10	34, sellers
South China M. Post	1s. 25	22.
Stores & Dispensaries	1s. 10	7, sellers
Campbell & Co.	1s. 10	20, sellers
Powell & Co., Wm.	1s. 10	25, sellers
Watkins	1s. 10	24.
Watson & Co., A. S.	1s. 10	411, sales & buy.
United Asbestos	1s. 10	10, x.d.
Do, Founders	1s. 10	150, x.d., buyers
Union Waterheat Co.	1s. 10	124.
VERNON & SMYTH.		

## HONGKONG TIDE TABLE.

Day of Month	Mean High Water	LOW WATER.	
		Hongkong Mean Time	Height
Sat. 10	10 m. 9 s.	11. 10	ft. in.
	11 25 s.	7 7	0 7
Sun. 11	10 m. 10 s.	7 8	0 8
	11 35 s.	5 3	0 9
Mon. 12	10 m. 11 s.	5 2	0 9
	11 45 s.	3 2	0 9
Tues. 13	10 m. 10 s.	4 2	0 9
	11 55 s.	2 2	0 9
Wed. 14	10 m. 11 s.	1 2	0 9
	12 10 s.	0 2	0 9
Thurs. 15	10 m. 1 3 s.	0 2	0 9
	12 25 s.	0 2	0 9
Fri. 16	10 m. 1 4 s.	0 2	0 9
	12 40 s.	0 2	0 9

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 1st.

Previous Day	0 Date at 8 A.M.	10 Date at 8 P.M.	11 Date at 8 P.M.
Barometer	29.60	29.67	29.61
Temperature	63	79	70
Humidity	77	87	87
Wind Direction	E	E	E
Force	5	6	8
Weather	Cloudy	Cloudy	Cloudy
Rain	2.85	0.00	0.00

Highest open air Temperature on 8th.... 86

Lowest open air Temperature on 8th.... 74

MESSRS. FALCONER &amp; CO.'S REGISTER.

At guest 9th.

Barometer

Temperature

Humidity

Wind Direction

Force

Weather

Rain

Barometer

Temperature



## BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$10,000,000  
RESERVE FUND—  
STERLING RESERVE \$10,000,000  
SILVER RESERVE \$21,000,000  
RESERVE LIABILITY OF PROPTORS 10,000,000

COURT OF DIRECTORS  
G. H. MEDHURST, Esq.—Chairman  
Hon. Mr. HENRY KESWICK, Deputy Chairman  
A. Fuchs, Esq. E. Shollin, Esq.  
E. Goets, Esq. R. Showan, Esq.  
A. Hampt, Esq. H. A. W. Blodo, Esq.  
C. R. Lemanian, Esq. H. B. Tomkins, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER  
Hongkong—J. R. M. SMITH, Esq.

MANAGER  
Shanghai—H. E. R. HUNTER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 14th June, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ Per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH  
Chief Manager.  
Hongkong, 12th January, 1907.

NEDERLANDSCH-INDISCHE  
HANDELSBANK  
(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (£1,250,000)  
Subscribed Capital FL 10,000,000 (Paid up)  
Reserve Fund FL 2,12,570.36 (£176,148)

HEAD OFFICE: AMSTERDAM.  
SUB-OFFICE: THE HAGUE.  
HEAD AGENCY: BATAVIA.

BRANCHES: at Singapore, Sourabaya, Samarang, Indramajoo, Bandung and Weltevreden.

CORRESPONDENTS: at Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai.

BANKERS:  
THE WILLIAMS DEACONS BANK,  
(SWISS BANKVERBIN),  
PARIS: COMPTEUR NATIONAL D'ESCOMPTES  
DE PARIS,  
BERLIN: DEUTSCHE BANK,  
MADRID: BANQUE DE PARIS ET DES PAYS  
BAS,  
VIENNA: UNION BANK,  
ROMA: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED  
On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposits: 12 months 4% per annum.  
do. 6 do. 3½ do.  
do. 3 do. 3% do.

J. BOETJE, Manager.  
No. 16, Des Vieux Road Central

THE BANK OF TAIWAN LIMITED:  
(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

CAPITAL SUBSCRIBED £5,000,000  
CAPITAL PAID-UP £3,750,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy Kobe Taiwan  
Anping Nagasaki Tamari  
Fuchow Osaka Tokio  
Keelung Shanghai Yokohama  
Swatow

HONGKONG OFFICE:  
3, Des Vieux Road.

Interest allowed on Current Account  
Deposits received on terms which may be applied.

D. TOHDOW, Manager.

TOHDOW, 5th April, 1907.

INTERNATIONAL BANKING  
CORPORATION.

Fiscal Agents of the United States in China, the Philippines Islands, and the Republic of Panama.

CAPITAL PAID UP Gold \$3,250,000,  
about Mex. \$5,900,000

RESERVE FUND Gold \$3,250,000,  
about Mex. \$5,900,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND  
LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

Branches and Agents all over the World

The Corporation transacts every description of Banking and Exchange business, receives

Current Account at the Rate of

2% per annum on Daily balances and accept

2% per annum on Daily balances.

Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

For 6 " 3 " "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 24th July, 1907.

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## BANKS

NEDERLANDSCHE HANDEL  
MAATSCHAPPIJ.  
(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (23,750,000)  
RESERVE FUND FL 5,000,000 2417,000

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.  
Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoewan, Tjilatap, Padang, Medan, Dol, Palembang, Kotaradja, Aceh, Bandjarmasin.

Correspondents at Macassar, Boneby, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haliphong, Hanoi, Amoy, Yokohama, San Francisco, etc.

Hongkong, 27th April, 1907.

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LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4½% per annum.

do. 6 do. 3½ do.

" do. 3 do. 3% do.

J. L. VAN HOUTEN Agent.

Hongkong, 8th June, 1897.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ Per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH  
Chief Manager.

Hongkong, 12th January, 1907.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4½% per annum.

do. 6 do. 3½ do.

" do. 3 do. 3% do.

J. L. VAN HOUTEN Agent.

Hongkong, 8th June, 1897.

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HONGKONG SAVINGS BANK.

CAPITAL FULLY PAID UP: \$10,000,000

HEAD OFFICE—SHANGHAI  
BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tianjin, Peking, Tsinanfu, Tsingtao, Kobe, Yokohama, Singapore.

DIRECTION DES DISCONTOS: GESSELLSCHAFT

DEUTSCHE BANK

BERLINESCHE HANDELS-  
GESSELLSCHAFT

BANK LUKE HANDEL UND  
INDUSTRIE

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &

SORGEN

JACOB S. H. STERN

NORDDEUTSCHE BANK HAMBURG, HAMBURG

SAL OPPENHEIM, JR., & CO., KODIA

BAVARISCHE HYPOTHEKEN UND WECHSEL-  
BANK, MUNCHEN.

LONDON BANKERS:—MESSRS. N. M. ROTHSCHILD & SON;

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DES DISCONTOS: GESSELLSCHAFT

INTEREST ALLOWED.

On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposits: 12 months 4% per annum.

do. 6 do. 3½ do.

" do. 3 do. 3% do.

J. BOETJE, Manager.

Hongkong, 7th January, 1907.

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THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853,

HEAD OFFICE—LONDON.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months 4% per cent.

for 6 " 3½ "

for 3 " 3% "

JOHN ARMSTRONG,  
Manager.

Hongkong, 16th May, 1907.

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THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED 1,125,000

PAID UP 562,000

RESERVE FUND 170,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per cent. per annum on the Daily Balance.

On Fixed Deposits:

12 months 4% per cent.

do. 6 do. 3½%

do. 3 do. 3%

EVAN OREMONTON,  
Manager.

Hongkong, 30th April, 1907.

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THE YOKOHAMA SPECIE BANK  
LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 11,550,000

BRANCHES AND AGENTS:

Tokyo Kobe Osaka Lyons

New York San Francisco Honolulu

Bombay Shanghai Hankow

Chaochien Tsinan Peking

Newchwang Dalny Port Arthur